



(11) **EP 1 217 259 B1**

(12) **EUROPEAN PATENT SPECIFICATION**

(45) Date of publication and mention
of the grant of the patent:
18.03.2009 Bulletin 2009/12

(21) Application number: **01984437.2**

(22) Date of filing: **27.07.2001**

(51) Int Cl.:
F16H 55/36 ^(2006.01)

(86) International application number:
PCT/JP2001/006491

(87) International publication number:
WO 2002/010617 (07.02.2002 Gazette 2002/06)

(54) **PULLEY UNIT**
RIEMENSCHIEBENEINHEIT
UNITE POULIE

(84) Designated Contracting States:
DE FR GB IT

(30) Priority: **27.07.2000 JP 2000226636**
22.12.2000 JP 2000390263

(43) Date of publication of application:
26.06.2002 Bulletin 2002/26

(73) Proprietor: **JTEKT Corporation**
Osaka-shi
Osaka 542-8502 (JP)

(72) Inventors:
• **FUJIMARA, Hideki**
Osaka-chi,
Osaka 542-0081 (JP)
• **ICHIHARA, Takahiro**
Osaka-chi,
Osaka 542-0081 (JP)
• **TERADA, Tadahiro**
Osaka-chi,
Osaka 542-0081 (JP)
• **UEDA, Michiru**
Osaka-chi,
Osaka 542-0081 (JP)

(74) Representative: **TER MEER - STEINMEISTER & PARTNER GbR**
Artur-Ladebeck-Strasse 51
33617 Bielefeld (DE)

(56) References cited:
EP-A- 0 638 737 EP-A- 0 725 224
DE-A1- 19 843 946 JP-A- 7 253 113
JP-A- 8 170 641 JP-A- 9 151 946
JP-A- 10 213 207 JP-A- 2000 130 563

- **PATENT ABSTRACTS OF JAPAN vol. 1996, no. 04, 30 April 1996 (1996-04-30) -& JP 07 317807 A (NTN CORP; others: 01), 8 December 1995 (1995-12-08)**
- **PATENT ABSTRACTS OF JAPAN vol. 1999, no. 08, 30 June 1999 (1999-06-30) -& JP 11 082688 A (KOYO SEIKO CO LTD), 26 March 1999 (1999-03-26)**
- **PATENT ABSTRACTS OF JAPAN vol. 1997, no. 10, 31 October 1997 (1997-10-31) -& JP 09 151946 A (NTN CORP), 10 June 1997 (1997-06-10)**

Note: Within nine months of the publication of the mention of the grant of the European patent in the European Patent Bulletin, any person may give notice to the European Patent Office of opposition to that patent, in accordance with the Implementing Regulations. Notice of opposition shall not be deemed to have been filed until the opposition fee has been paid. (Art. 99(1) European Patent Convention).

EP 1 217 259 B1

Description

TECHNICAL FIELD

[0001] The invention refers to a pulley unit comprising a one-way clutch and a rolling bearing disposed in the annular space between a diametrical surface of said pulley and an outer diametrical surface of a shaft body.

[0002] The DE 198 43 946 A1 discloses a pulley unit having a combination of a roller bearing and a one-way clutch in a space between the pulley and a shaft. The document is concerned with a sealing closing the space between the pulley and the shaft.

[0003] The JP 07 317807 A, which discloses all features of the preamble of claim 1, discloses a pulley unit having two roller bearings on both sides of a one-way clutch in the space between the pulley and the related shaft. It is the object of this invention to facilitate mounting of the pulley on the rotary shaft.

[0004] The present invention relates to a pulley unit having a one-way clutch. The pulley unit can be mounted in an auxiliary machine which is driven by a crankshaft of an engine of an automobile or the like through a belt. Examples of the auxiliary machine are an air conditioner compressor, a water pump, an alternator, a cooling fan and the like of an automobile.

BACKGROUND TECHNIQUE

[0005] Various auxiliary machines mounted in automobile engines are driven by crankshafts of engines through belts. For example, when an alternator is connected to a crankshaft of the engine such that the alternator rotates in synchronization with the crankshaft, if the number of rotation of the crankshaft is lowered, electric power generation ability is lowered.

[0006] Thereupon, there is proposed a pulley unit in which a one-way clutch is incorporated in the pulley of the alternator, and when the number of rotation of the crankshaft is lowered, the rotation of a rotor of the alternator is continued by inertial force thereof so that electric power generation efficiency is enhanced.

[0007] In this pulley unit, the one-way clutch is interposed in an annular space between the pulley and the rotor of the alternator, the one-way clutch is switched between a lock state (power transmitting state) and a free state (power transmission cutting state) corresponding to a difference of rotation between the pulley and rotor, so that power is transmitted or cut between the pulley and the rotor.

[0008] The present inventor has considered a pulley unit in which rolling bearings are provided on opposite sides of the one-way clutch in an annular space between the pulley and the rotor, axially opposite ends of the annular space are sealed by means of seal rings, and lubricating oil such as grease is held in the annular space.

[0009] As the number of electrical components in an automobile is further increased, the alternator is required

to enhance the electric power generation ability. On the other hand, the reduction of the size and weight of the alternator disposed around the automobile engine is also required.

5 [0010] Therefore, under present circumstances, it is difficult to secure wide annular space capable of holding sufficient amount of lubricating oil for lubricating raceways of inner and outer rings of the one-way clutch or the rolling bearing when the pulley unit is used in the alternator.

10 [0011] When the space for holding lubricating oil is small, if the lubricating oil moves toward an outer diameter side by rotation centrifugal force caused by relative rotation of the pulley or the rotor, the holding space of the annular space on the outer diameter side is reduced. As a result, lubricating oil is not held and is prone to leak outside through the seal ring, and an amount of lubricating oil is decreased. This results in that an amount of lubricating oil which is repeatedly used in the raceways of the inner and outer rings is increased, and the lubricating oil is prone to be deteriorated.

15 [0012] Accordingly, it is an object of the present invention to provide a pulley unit having an annular space capable of holding lubricating oil for eliminating environment in which the lubricating oil is prone to be deteriorated and for enhancing performance thereof.

DISCLOSURE OF THE INVENTION

30 [0013] To comply with the objective of the invention, the present invention is defined by the features of claim

[0014] A pulley unit of the present invention comprises a pulley and a shaft body. The shaft body is concentrically disposed in an inner diameter side of the pulley and in a relatively rotatable relationship with the pulley. The pulley unit further comprises a one-way clutch, **a ball bearing** as a rolling bearing and seal rings. The one-way clutch is interposed in an annular space between an inner diametrical surface of the pulley and an outer diametrical surface of the shaft body. The rolling bearing is set in the annular space on at least axially one side of the one-way clutch. The seal rings each are disposed on each of axially one end and axially other end of the annular space for sealing the annular space.

40 [0015] The inner diametrical surface of the pulley forms an outer ring raceway of each of the one-way clutch and the rolling bearing, and the outer diametrical surface of the shaft body forms an inner ring raceway of each of the one-way clutch and the rolling bearing.

45 [0016] Each of the one-way clutch and the rolling bearing includes a plurality of rolling elements interposed between the outer ring raceway and the inner ring raceway in the circumferential direction, and includes a retainer having a plurality of pockets each accommodating the rolling elements one each.

50 [0017] The retainer of the rolling bearing has an annular portion facing to one of said seal rings. The annular portion has an outer diameter side reduced in diameter

so as to increase a storage volume for lubricating oil between the rolling bearing and said seal rings.

[0018] The shaft body includes an input shaft of an auxiliary machine of an automobile, or a portion of the input shaft. In short, only if the shaft body is concentrically disposed in an inner diameter side of the pulley for the relative rotation, the shaft body includes all of a hollow structure, a partially hollow structure, a solid structure, a double shaft structure and the like.

[0019] In the case of the present invention, the inner diametrical surface of the pulley forms the outer ring raceway of the one-way clutch and the rolling bearing, and the outer diametrical surface of the shaft body forms an inner ring raceway of the one-way clutch and the rolling bearing. Therefore, the inner ring and the outer ring can be omitted from the one-way clutch and the rolling bearing. With this, the pulley unit can have wider annular space which holds the lubricating oil, even if the outer diameter size is the same.

[0020] In the case of the present invention, the outer diameter of the annular portion of the retainer of the rolling bearing on the side of the seal ring is reduced so as to increase the storage volume of lubricating oil between the rolling bearing and the seal ring.

[0021] With this, the storage space for the lubricating oil of the annular space, especially on the side of its outer diameter portion is widened, and it is possible to hold and store more lubricating oil. With this feature, it is possible to restrain leakage of the lubricating oil to outside and as a result, an environment in which the lubricating oil is prone to be deteriorated is eliminated, and the ability of the pulley unit can be enhanced.

[0022] As a further preferable embodiment of the invention, the rolling element of the rolling bearing is made of resin having lubricating oil.

[0023] As a further preferable embodiment of the invention, the lubricating oil impregnating body is accommodated in the recess formed in the inner diametrical surface of the pulley between the one-way clutch and the rolling bearing.

[0024] As described above, it is possible for the recess to hold and store more lubricating oil which moved toward the outer diameter side of the annular space by the rotation centrifugal force caused by the relative rotation between the pulley and the rotor. In addition, if the lubricating oil impregnating body is accommodated in the recess, it is possible to continuously and stably supply the lubricating oil to the storage space from the lubricating oil impregnating body even if lubricating oil is exhausted. With this feature, the lubricating effect can further be enhanced and thus, the ability of the pulley unit can be enhanced.

BRIEF DESCRIPTION OF THE DRAWINGS

[0025]

Fig. 1 is a vertical sectional view of a pulley unit ac-

cording to a best mode for carrying out the present invention;

Fig. 2 is a sectional view along a arrow of (2)-(2) in Fig. 1;

Fig. 3 is a perspective view of a rotor shaft and a retainer of a one-way clutch in Fig. 1;

Fig. 4 is a perspective view of a retainer of a ball bearing in Fig. 1;

Fig. 5 is a perspective view of a retainer of a roller bearing in Fig. 1;

Fig. 6 is a perspective view of a retainer of a roller bearing in a pulley unit according to another mode for carrying out the invention;

Fig. 7 is a sectional view corresponding to Fig. 2 showing a pulley unit according to another mode for carrying out the invention;

Fig. 8 is a partial plan development view of the retainer of a one-way clutch in Fig. 7; and

Fig. 9 is a vertical sectional view of a pulley unit according to another mode for carrying out the invention.

BEST MODE FOR CARRYING OUT THE INVENTION

[0026] Figs. 1 to 5 shows the best mode for carrying out the invention, wherein Fig. 1 is a vertical sectional view of a pulley unit according to a best mode for carrying out the present invention, Fig. 2 is a sectional view along a arrow of (2)-(2) in Fig. 1, Fig. 3 is a perspective view of a rotor shaft and a retainer of a one-way clutch in Fig. 1, Fig. 4 is a perspective view of a retainer of a ball bearing in Fig. 1 and Fig. 5 is a perspective view of a retainer of a roller bearing in Fig. 1.

[0027] In the illustrated example, a pulley unit A includes a pulley 1, a rotor shaft 2, a one-way clutch 3, a ball bearing 4 and a roller bearing 5 as rolling bearings, and a seal ring 6.

[0028] The hollow shaft 2 of the pulley unit A serves as an inner ring of each of the one-way clutch 3, the ball bearing 4 and the roller bearing 5. The pulley 1 of the pulley unit A serves as an outer ring of each of the one-way clutch 3, the ball bearing 4 and the roller bearing 5.

[0029] The pulley 1 is rotated by a crankshaft of an automobile engine through a V-ribbed belt B. An outer periphery of the pulley 1 is formed with corrugated grooves around which the V-ribbed belt B is wound.

[0030] An axially one end region of an inner diametrical surface of the pulley 1 is formed with an raceway groove in which balls 23 of the ball bearing 4 are interposed. The ball bearing 4 is a deep-slot ball bearing.

[0031] The rotor shaft 2 is a hollow shaft body, and is concentrically disposed in an inner diameter side of the pulley 1 and in a relatively rotatable relationship with the pulley 1. The rotor shaft 2 is fixed to an input shaft (e.g., a rotor of an alternator) of an auxiliary machine of an automobile engine (not shown).

[0032] On an outer diametrical surface of the rotor shaft 2, a circumference of an axially intermediate region

2a is formed at its several portions with flat cam surfaces 10a of the one-way clutch 3. On the outer diametrical surface of the rotor shaft 2, axially opposite side regions 2b and 2c are formed with inner ring raceways of the ball bearing 4 and the roller bearing 5. The region 2a of the rotor shaft 2 is formed into an octagon, and the opposite side regions 2b and 2c are formed circular.

[0033] In the rotor shaft 2, an outer diameter size of the region 2b which is an inner ring raceway of the ball bearing 4 is set larger than an outer diameter size of the region 2c which is an inner ring raceway of the roller bearing 5. With this design, it is possible to easily assemble the one-way clutch 3, the ball bearing 4 and the roller bearing 5 in one axial direction in this order between the pulley 1 and the rotor shaft 2.

[0034] The region 2b of the rotor shaft 2 is formed with an raceway groove in which the balls 23 of the ball bearing 4 is interposed.

[0035] The region 2c of the rotor shaft 2 is formed with a peripheral groove 2d. A diametrically inward ring-like projection 34a is provided on an inner diametrical surface of the retainer 34 of the roller bearing 5. The ring-like projection 34a is engaged in the peripheral groove 2d of the rotor shaft 2. With this design, the retainer 34 is positioned in the axial direction.

[0036] The one-way clutch 3 is interposed in substantially axial central portion of the opposed annular space between the inner diametrical surface of the pulley 1 and the outer diametrical surface of the rotor shaft 2. The inner ring raceway of the one-way clutch 3 is constituted by the outer diametrical surface of the rotor shaft 2, and the outer ring raceway of the one-way clutch 3 is constituted by an inner diametrical surface of the pulley 1.

[0037] The one-way clutch 3 comprises annular-shaped retainer 12 made of synthetic resin, a plurality of rollers 13 as rolling elements, and oval coil springs 14 as resilient members.

[0038] The retainer 12 is disposed in the annular space and is external mounted in a state of being located in the circumferential and axial directions therein. The retainer 12 includes a plurality of pockets 12a which pass through the retainer 12 from inside to outside corresponding to the cam surfaces 10a of the region 2a of the rotor shaft 2. An axial column 12b exists between the adjacent pockets 12a in the circumferential direction.

[0039] The rollers 13 of the one-way clutch 3 are accommodated in the pockets 12a of the retainer 12 one each in a state in which the rolling range in the circumferential direction is restrained.

[0040] Each of the coil springs 14 of the one-way clutch 3 is mounted to a projection 12c projecting from an inner wall surface of each of the columns 12b of the retainer 12, and pushes the roller 13 toward a narrow side (look side) of a wedge-like space formed by a cam surface 10a and an inner diametrical surface of the pulley 1.

[0041] The inner diametrical surface of the retainer 12 of the one-way clutch 3 is formed into a shape which coincides and fits to the octagonal outer diametrical sur-

face of the axially intermediate region 2a of the rotor shaft 2. With this design, the retainer 12 is prevented from being rotated in the circumferential direction with respect to the rotor shaft 2.

[0042] A tapered step 2e is mounted between the cam surface 10a of the intermediate region 2a and a large-diameter region 2b of the rotor shaft 2.

[0043] The retainer 12 of the one-way clutch 3 is prevented from moving toward the ball bearing 4 by the step 2e. The retainer 12 is also prevented from moving toward the roller bearing 5 by a retainer 34 of the roller bearing 5 that is positioned to rotor shaft 2 in the axial direction.

[0044] As rolling bearings, the ball bearing 4 and the roller bearing 5 are interposed one each on axially opposite sides of the one-way clutch 3 in opposed annular space of the inner diametrical surface of the pulley 1 and the outer diametrical surface of the rotor shaft 2.

[0045] The inner ring raceway of the ball bearing 4 is constituted by the outer diametrical surface of the region 2b of the rotor shaft 2, and the outer ring raceway of the ball bearing 4 is constituted by the inner diametrical surface of the pulley 1. The ball bearing 4 is a general deep-slot ball bearing comprising a plurality of the balls 23 as rolling elements and a coronary retainer 24 for holding the balls 23. The retainer 24 of the ball bearing 4 is made of resin.

[0046] The inner ring raceway of the roller bearing 5 is constituted by the outer diametrical surface of the region 2c of the rotor shaft 2, and the outer ring raceway of the roller bearing 5 is constituted by the inner diametrical surface of the pulley 1. The roller bearing 5 is a cage-and-roller comprising a plurality of rollers 33 as rolling elements and a retainer 34 for holding the rollers 33. The retainer 34 of the roller bearing 5 is made of resin.

[0047] A seal ring 6 is mounted to axially outer ends of the ball bearing 4 and the roller bearing 5 in the annular space. The seal ring 6 is in a contact form, and an elastic body is mounted to an outer periphery of an annular core of the seal ring 6. One end of the elastic body of the seal ring 6 is fixed to the inner diametrical surface of the pulley 1, and the other end abuts against the outer diametrical surface of the rotor shaft 2 as a seal ring lip 6a. Various seal ring lips 6a exist other than the above type.

[0048] According to the pulley unit A having the structure described above, the one-way clutch 3 is brought into the lock state or the free state in accordance with a difference in rotation speed between the pulley 1 and the rotor shaft 2 so as to transmit power from the pulley 1 to the rotor shaft 2 or to cut of the transmission of the power.

[0049] When the one-way clutch 3 is brought into the free state, the rotor shaft 2 keeps rotating by a rotation inertial force of its own.

[0050] Next, features of the present embodiment will be explained.

[0051] The retainers 24 and 34 of the ball bearing 4 and the roller bearing 5 respectively have annular portions facing to the seal rings 6. The annular portions of the retainers 24 and 34 have outer diameter sides 24a

and 34a reduced in diameter.

[0052] With the diameter-reducing structure of the outer diameter sides 24a and 34a of the retainers 24 and 34, a storage volume for storing the lubricating oil in the annular space formed by the opposed pulley 1 and the rotor shaft 2 in the diametrical direction is increased.

[0053] In this case, the outer diameter sides 24a and 34a may be reduced in diameter over the entire circumference of the outer diametrical surfaces of the retainers 24 and 34, or may be reduced in diameter partially. In this structure, the outer diameter side 24a is one or more notches or recesses with respect to the circumferential direction of the outer diametrical surface of the retainer 24, and the outer diameter side 34a is one or more recesses with respect to the outer diametrical surface of the retainer 34.

[0054] A portion of a region of the inner diametrical surface of the pulley 1 between the axial directions of the one-way clutch 3 and the ball bearing 4 is provided with a recess 1a which increases the storage volume for the lubricating oil in the annular space. The recess 1a may be formed annularly over the entire periphery of the inner diametrical surface of the pulley 1, or may be one or more separated recesses.

[0055] According to the pulley unit A, the storage space for the lubricating oil in the annular space between the pulley 1 and the rotor shaft 2 is increased by the outer diameter sides 24a and 34a and the recess 1a. With this design, it is possible to hold and store more lubricating oil which has moved toward the outer diameter side of the annular space by the rotation centrifugal force generated by the relative rotation between the pulley 1 and the rotor shaft 2. As a result, lubricating oil is restrained from leaking outside, and the environment in which the lubricating oil is prone to be deteriorated is eliminated. Therefore, the ability of the pulley unit A is enhanced.

[0056] The outer diameter sides 24a and 34a are provided outer ends of the retainers 24 and 34 opposed to each of the seal rings 6 in the axial direction. With this design, the lubricating oil storage space in the vicinity of the seal rings 6 is widened and thus, the lubricating oil which moved toward the outer diameter side by the rotation centrifugal force is effectively prevented from leaking from the seal rings 6.

[0057] In the retainer 24 of the ball bearing 4, the outer diameter side 24a of the annular portion facing to the seal ring 6 is formed into a taper structure in which its diameter is gradually decreased toward axially outer end.

[0058] In the retainer 24 of the ball bearing 4, an inner diameter side 24b of the annular portion facing to the seal ring 6 is formed into a taper structure in which its diameter is gradually increased toward axially outer end.

[0059] The lubricating oil located on the inner diameter side between the seal ring 6 and the ball bearing 4 moves toward the outer diameter side of the annular space by the rotation centrifugal force caused by relative rotation between the pulley 1 and the rotor shaft 2. When the lubricating oil moves in this manner, since the inner di-

ameter side 24b on the inner diameter side of the retainer 24 of the ball bearing 4 is tapered toward the axially inner end, the lubricating oil is moved smoothly toward the outer diameter side along the taper surface of the inner diameter side 24b. The lubricating oil which moved in this manner is stored in the storage space smoothly by the taper structure of the outer diameter side 24a on the outer diameter side of the retainer 24 of the ball bearing 4. A reference number 24c represents a pocket which accommodates the balls 23.

[0060] As a result, in the pulley unit A, the lubricating oil is more effectively prevented from leaking from the seal ring 6, the environment in which the lubricating oil is prone to be deteriorated is eliminated, and its ability is enhanced.

[0061] A seal ring lip 6a of the seal ring 6 on the region 2b is provided as a main seal ring lip extending toward the center along the diametrical direction. A seal ring lip diagonally extending inward of the ball bearing 4 from a root of the main seal ring lip 6a is provided as an auxiliary seal ring lip 6b.

[0062] The illustrated opposing distance a between the inner diameter side 24b and the auxiliary seal ring lip 6b is preferably at least 0.6 mm.

[0063] If the opposing distance a is set to at least 0.6 mm, when rotation centrifugal force is applied to the pulley 1 or the rotor shaft 2, the lubricating oil can smoothly move from the annular gap between the tapered inner diameter side 24b and the auxiliary seal ring lip 6b, which is preferable.

[0064] In this case, the main seal ring lip 6a enters a peripheral groove 2f provided in the region 2b in the outer diametrical surface of the rotor shaft 2.

[0065] The sealing amount of the lubricating oil in the pulley unit A was increased by about 20% as compared with that of the prior art.

Another Embodiment

[0066]

(1) In the case of the above pulley unit A, the inner diametrical surface of the pulley 1 and the outer diametrical surface of the rotor shaft 2 respectively constitute the outer ring raceway and the inner ring raceway of each of the one-way clutch 3, the ball bearing 4 and the roller bearing 5. The present invention is not limited to such raceway structure.

For example, it is possible to employ a mode in which the outer ring and the inner ring of the one-way clutch 3 are extended toward the axially opposite sides, and the extended outer ring and the inner ring function as outer ring and inner ring of both the bearings 4 and 5. Alternatively, each of the one-way clutch 3, the ball bearing 4 and the roller bearing 5 may include independent outer ring and inner ring.

(2) The present invention is not limited to the diametrically-reduced structure of the outer diameter sides

24a and 34a of the retainers 24 and 34 of the ball bearing 4 and the roller bearing 5 in the above embodiment. The invention is applied to all pulley units having portions which are reduced in diameter by any method.

(3) In the case of the above pulley unit A, one or more of the plurality of balls 23 accommodated in the pocket 24c of the retainer 24 of the ball bearing 4 are made of resin including lubricating oil. The lubricating oil may gradually ooze from the balls 23.

In this structure, due to limited space of the opposed annular space between the inner diametrical surface of the pulley 1 and the outer diametrical surface of the rotor shaft 2, the width of the lubricating oil storage space is limited by the outer diameter sides 24a and 34a, the lubricating oil is leaked slightly, and when there is tendency that the lubricating oil will be lacking in the long term, the shortage of the lubricating oil can preferably be avoided, and the ability of the pulley unit can preferably be enhanced.

In this case, the number of balls 23 made of resin including the lubricating oil may be determined experimentally in accordance with the shortage state of the lubricating oil.

The annular space is common for the one-way clutch 3, the ball bearing 4 and the roller bearing 5. Therefore, other than the structure in which the plurality of balls 23 accommodated in the pocket 24c of the retainer 24 of the ball bearing 4 are made of resin including lubricating oil, the rollers 33a made of resin including the lubricating oil may rollably be accommodated in one or more pockets 34b of the retainer 25 of the roller bearing 5 as shown in Fig. 6. In this case, this structure may be applied to only one side of or both sides of the ball bearing 4 and the roller bearing 5 experimentally in accordance with the shortage state of the lubricating oil.

Pockets for accommodating lubricating oil impregnating bodies made of resin having lubricating oil may be provided in the retainer columns of the retainers 24 and 34 of the ball bearing 4 and the roller bearing 5. This lubricating oil impregnating body may be formed into a ball shape or a roller shape such that the body can roll.

Further, as shown in Figs. 7 and 8, if a pocket 15 for accommodating, in rolling manner, a lubricating oil impregnating body made of resin including lubricating oil is provided in the retainer column 12b of the retainer 12 of the one-way clutch 3 and the lubricating oil impregnating body 16 is accommodated in the pocket 15, the shortage of lubricating oil can effectively be eliminated and a preferable result can be obtained. This lubricating oil impregnating body 16 may be formed into a roller shape such that it can roll. Further, in the above embodiment, the annular recess 1a for increasing the storage volume of the lubricating oil is provided, the lubricating oil impregnating body may be accommodated and held in the

annular recess 1a. As shown in Fig. 9, an annular recess 1b like the annular recess 1a may be provided in a region of the inner diametrical surface of the pulley 1 between the one-way clutch 3 and the roller bearing 5 in the axial direction, and lubricating oil impregnating bodies 1c and 1d may be accommodated and held in both the annular recesses 1a and 1b. With this structure, the shortage of the lubricating oil can more effectively overcome, which is preferable. This annular recess 1b is not limited to an annular shape, and may be a plurality of separately formed recesses.

The resin including the lubricating oil in each of the one-way clutch 3 mentioned above, the ball bearing 4, the roller bearing 5 and the annular recesses 1a and 1b comprises a resin frame in which the lubricating oil is solidified so that the lubricating oil is oozed from the resin frame.

Examples of this resin are ultra high molecular weight polyethylene, polypropylene, polymethyl pentene. Among them, the ultra high molecular weight polyethylene is superior in mechanical nature and thus, it can be used preferably. As this ultra high molecular weight polyethylene, one having average molecular mass of about 1,000,000 to 6,000,000, especially 2,000,000 or more and having melting point of about 100°C to 400°C is preferable.

In the resin mentioned above, conventionally known various addition agents such as antioxidant, thermal stabilizing agent and coloring agent may be mixed with the same rate as that of the prior art. It is preferable that the resin is supplied as powder.

A particle diameter of the resin is not specially limited, but it is usually preferable that the average particle diameter is about 5 μm to 10 μm, and more preferably, about 10 μm to 30 μm.

The conventionally known lubricating oil can be used, stable lubricating oil whose resin's mechanical nature is not deteriorated by heating when the resin is solidified can be preferably used.

Examples of the lubricating oil are mineral oil, poly-α-olefin oil, diester oil, polyol ester oil, alkyl diphenyl ether oil, silicone oil, paraffin oil, fluorine oil and the like.

Various addition agents can be added to the lubricating oil so as to enhance characteristics such as lubricity, stability and the like. One or more of the lubricating oils described above can be used.

To appropriately keep the lubricating oil, the amount of the lubricating oil is set to 65 weight % to 20 weight % with respect to 35 weight % to 85 weight % of resin. In this amount, if more than 65 weight % lubricating oil is mixed, the lubricating oil keeping ability of the resin is relatively lowered, and if the less than 20 weight % of lubricating oil is mixed, the lubricating oil keeping ability becomes relatively large.

Therefore, the range described above is preferable as the amount of lubricating oil.

(4) In the case of the above embodiment, at least one of the retainers 12, 24 and 34 of the one-way clutch 3, the ball bearing 4 and the roller bearing 5 may be made of resin having the lubricating oil.

The resin and the lubricating oil may be made of mixture of the same resin and lubricating oil as those of (3) described above.

(5) In the pulley unit mentioned above, studies for enhancing the seal ring ability of the seal ring 6 were made, and it found that if acrylic resin having excellent heat resistance is used instead of nitrile-butadiene rubber (NBR) which was generally used for the seal ring 6, the ability of the seal ring 6 could further be enhanced.

The present inventor researched concerning this matter. According to the research, it was found that in the case of this pulley unit, in order to enhance the electric power generation efficiency while keeping the rotation of the rotor of the alternator at high rotation region irrespective of rotation variation of the crankshaft of the engine, if the number of rotation of the crankshaft was lowered, the one-way clutch 3 was brought into the free state, and the rotor shaft 2 was allowed to keep rotating by the rotation inertial force irrespective of deceleration of the pulley 1 and therefore, the one-way clutch 3 was heated by skid of the rollers 13 of the one-way clutch 3, and its heat was transmitted to the seal ring 6 and as a result, if the conventional NBR was used, thermosetting was generated in the seal ring 6, the lubricating oil is prone to be leaked.

Thereupon, the present inventor used the acrylic resin having excellent heat resistance instead of the NBR, the thermosetting described above could be prevented from being generated in the seal ring 6, and the seal ring ability could be maintained or improved.

As resin used instead of the NBR, the acrylic resin is most preferable, but the resin is not limited to this, and any resin having excellent heat resistance can prevent the thermosetting from being generated and can maintain the seal ring ability.

(6) The present invention is not limited to detailed structure of the one-way clutch 3, the ball bearing 4 and the roller bearing 5 in the above embodiment.

Industrial Applicability

[0067] The pulley unit of the present invention can be mounted to an auxiliary machine which is driven by a crankshaft of an engine of an automobile or the like through a belt. Examples of the auxiliary machine are an air conditioner compressor of an automobile, a water pump, an alternator, a cooling fan and the like.

Claims

1. A pulley unit comprising:

a pulley (1);
a shaft body (2) concentrically disposed in an inner diameter side of said pulley and in a relatively rotatable relationship with said pulley;
a one-way clutch (3) interposed in an annular space between an inner diametrical surface of said pulley and an outer diametrical surface of said shaft body;
a ball bearing (4) disposed in said annular space on at least one axially side of said one-way clutch;
seal rings (6) disposed on both axially ends of said annular space for sealing said annular space;
wherein said inner diametrical surface of said pulley forms an outer ring raceway of each of said one-way clutch and said rolling bearing;
said outer diametrical surface of said shaft body (2) forms an inner ring raceway of each of said one-way clutch (3) and said ball bearing (4);
said one-way clutch (3) and said ball bearing (4) each

include a plurality of rolling elements (13,23) interposed between said outer ring raceway and the inner ring raceway in the circumferential direction,
and a retainer (12,24) having a plurality of pockets each accommodating one of said rolling elements;

said retainer (24) of said ball bearing (4) has an annular portion facing to the side of one of said seal rings,

characterized in that

said annular portion of said retainer (24) is reduced in diameter so as to increase a storage volume for lubricating oil between said ball bearing (4) and said one seal ring (6), whereby said annular portion has

an inner diameter side (24b) tapered so as to gradually increase in diameter towards its axially outer end, and
an outer diameter side (24a) tapered so as to gradually decrease in diameter toward its axially outer end,

an inner diametrical surface of said pulley (1) between said one-way clutch (3) and said rolling bearing (4) is provided with a recess (1a) which increases said storage volume for the lubricating oil in said annular space
and said recess (1a) is disposed between the

rolling elements (13,23) of said one-way clutch (3) and said ball bearing (4).

2. A pulley unit according to claim 1, wherein at least one of said rolling elements of said rolling bearing is made of resin including lubricating oil. 5
3. A pulley unit according to claim 1, further comprising a lubricating oil-impregnating body which is accommodated and held in said recess. 10
4. A pulley unit as claimed in claim 1, comprising a roller bearing (5) disposed in said annular space on one axially side of said one-way clutch (3) opposed to said ball bearing (4); 15
wherein said inner diametrical surface of said pulley (1) forms an outer ring raceway of said roller bearing (5);
said outer diametrical surface of said shaft body forms an inner ring raceway of said roller bearing (5); 20
said roller bearing (5) including a plurality of rolling elements (33) interposed between said outer ring raceway and said inner ring raceway in the circumferential direction, and includes a retainer (34) having a plurality of pockets each accommodating said rolling elements (33) one each; 25
said retainer (34) of said roller bearing (5) having an annular portion (34a) facing to the side of the seal ring, said annular portion (34a) having an outer diameter side reduced in diameter so as to increase a storage volume for lubricating oil between said seal ring opposing in an axial direction. 30
5. A pulley unit according to claim 4, wherein an inner diametrical surface of said pulley (1) between said one-way clutch (3) and said roller bearing (5) is provided with a recess (1b) which increases a storage volume of lubricating oil in said annular space. 35

Patentansprüche

1. Riemenscheibeneinheit, umfassend:

eine Riemenscheibe (1); 45
einen Wellenkörper (2), der konzentrisch in einer Innendurchmesserseite der Riemenscheibe und bezüglich dieser Riemenscheibe drehbar angeordnet ist;
eine Einwegkupplung (3), die in einem ringförmigen Raum zwischen einer Innendurchmesser-Oberfläche der Riemenscheibe und einer Außendurchmesser-Oberfläche des Wellenkörpers angeordnet ist; 50
ein Kugellager (4), das in dem ringförmigen Raum an zumindest einer axialen Seite der Einwegkupplung angeordnet ist; 55
und Dichtungsringe (6), die an beiden axialen

Enden des ringförmigen Raums zur Abdichtung des ringförmigen Raums angeordnet sind;
wobei die Innendurchmesser-Oberfläche der Riemenscheibe eine Außenring-Laufläche der Einwegkupplung und des Kugellagers bildet;
und die Außendurchmesser-Oberfläche des Wellenkörpers (2) eine Innenring-Laufläche der Einwegkupplung (3) und des Kugellagers (3) bildet;
wobei die Einwegkupplung (3) und das Kugellager (4) jeweils umfassen:

- eine Anzahl von Rollelementen (13,23), die zwischen der Außenring-Laufläche und der Innenring-Laufläche in Umfangsrichtung angeordnet sind,
- und einen Käfig (12,24) mit einer Anzahl von Taschen, von denen jede eines der Rollelemente aufnimmt;

und der Käfig des Kugellagers (4) einen ringförmigen Bereich aufweist, der zur Seite von einem der Dichtungsringe gewandt ist,

dadurch gekennzeichnet, dass der ringförmige Bereich des Käfigs (24) im Durchmesser derart reduziert ist, dass ein Speichervolumen für Schmieröl zwischen dem Kugellager (4) und dem einen Dichtungsring (6) vergrößert wird, wobei der ringförmige Bereich aufweist:

- eine Innendurchmesserseite (24b), die derart angeschrägt ist, dass sich ihr Durchmesser zum axial äußeren Ende vergrößert,
- und eine Außendurchmesserseite (24a), die derart angeschrägt ist, dass sich ihr Durchmesser zum axial äußeren Ende verkleinert,

wobei eine Innendurchmesser-Oberfläche der Riemenscheibe (1) zwischen der Einwegkupplung (3) und dem Wälzlager (4) mit einer Ausnehmung (1a) versehen ist, welche das Speichervolumen für das Schmieröl in dem ringförmigen Raum vergrößert,
und die Ausnehmung (1a) zwischen den Rollelementen (13,23) der Einwegkupplung (3) und des Kugellagers (4) angeordnet ist.

2. Riemenscheibeneinheit gemäß Anspruch 1, bei welcher zumindest eines der Rollelemente des Wälzlagers aus einem Harz besteht, das Schmieröl enthält.
3. Riemenscheibeneinheit gemäß Anspruch 1, ferner umfassend einen mit Schmieröl imprägnierten Körper, der in der Ausnehmung untergebracht und gehalten wird.

4. Riemenscheibeneinheit gemäß Anspruch 1, umfassend:

ein Wälzlager (5), das in dem ringförmigen Raum auf einer axialen Seite der Einwegkupplung (3) gegenüberliegend dem Kugellager (4) angeordnet ist; 5
wobei die Innendurchmesser-Oberfläche der Riemenscheibe (1) eine Außenring-Laufläche des Wälzlagers (5) bildet; 10
und die Außendurchmesser-Oberfläche des Wellenkörpers eine Innenring-Laufläche des Wälzlagers (5) bildet;
welches Wälzlager (5) eine Anzahl von Rollelementen (33) enthält, die zwischen der Außenring-Laufläche und der Innenring-Laufläche in Umfangsrichtung angeordnet sind, und einen Käfig (34) enthält, mit einer Anzahl von Taschen, von denen jede einzeln ein Rollelement (33) aufnimmt; 20
welcher Käfig (34) des Wälzlagers (5) einen ringförmigen Bereich (34a) aufweist, der der Seite des Dichtungsringes zugewandt ist, welcher ringförmige Bereich (34a) eine Außendurchmesserseite mit reduziertem Durchmesser aufweist, so dass ein Speichervolumen für Schmieröl zwischen dem Dichtungsring, der in axialer Richtung gegenüberliegt, gebildet wird. 25

5. Riemenscheibeneinheit gemäß Anspruch 4, bei welcher eine Innendurchmesser-Oberfläche der Riemenscheibe (1) zwischen der Einwegkupplung (3) und dem Wälzlager (5) mit einer Ausnehmung (1b) versehen ist, welche ein Speichervolumen für Schmieröl in den ringförmigen Raum vergrößert. 30 35

Revendications

1. Unité de poulie, comprenant : 40
- une poulie (1) ;
un corps d'arbre (2) disposé de façon concentrique dans un côté de diamètre intérieur de ladite poulie et en relation de rotation relative avec ladite poulie ; 45
un embrayage unidirectionnel (3) interposé dans un espace annulaire entre une surface diamétralement intérieure de ladite poulie et une surface diamétralement extérieure dudit corps d'arbre ; 50
un roulement à billes (4) disposé dans ledit espace annulaire sur au moins un côté axial dudit embrayage unidirectionnel ;
des bagues d'étanchéité (6) disposées sur les deux extrémités axiales dudit espace annulaire pour sceller de façon étanche ledit espace annulaire ; 55

dans laquelle ladite surface diamétralement intérieure de ladite poulie constitue une piste de bague extérieure de chacun parmi ledit embrayage unidirectionnel et ledit roulement à billes ;

ladite surface diamétralement extérieure dudit corps d'arbre (2) constitue une piste de bague intérieure de chacun parmi ledit embrayage unidirectionnel (3) et ledit roulement à billes (4) ; chacun dudit embrayage unidirectionnel (3) et dudit roulement à billes (4) :

comprenant une pluralité d'éléments de roulement (13, 23) interposés entre ladite piste de bague extérieure et la piste de bague intérieure dans la direction circonférentielle,

et un élément de maintien (12, 24) comportant une pluralité de poches recevant chacune l'un desdits éléments de roulement ; ledit élément de maintien (24) dudit roulement à billes (4) comportant une partie annulaire dirigée vers le côté de l'une desdites bagues d'étanchéité,

caractérisée en ce que :

ladite partie annulaire dudit élément de maintien (24) a un diamètre réduit, de façon à augmenter un volume de stockage pour de l'huile de lubrification entre ledit roulement à billes (4) et ladite première bague d'étanchéité (6), grâce à quoi ladite partie annulaire comporte : un côté de diamètre extérieur (24b) effilé de façon à ce que son diamètre augmente graduellement vers son extrémité axialement extérieure, et un côté de diamètre intérieur (24a) effilé de façon à ce que son diamètre diminue graduellement vers son extrémité axialement extérieure, une surface diamétralement intérieure de ladite poulie (1) entre ledit embrayage unidirectionnel (3) et ledit roulement à billes (4) est munie d'une cavité (1a) qui augmente ledit volume de stockage pour de l'huile de lubrification dans ledit espace annulaire, et ladite cavité (1a) est disposée entre les éléments de roulement (13, 23) dudit embrayage unidirectionnel (3) et dudit roulement à billes (4).

2. Unité de poulie selon la revendication 1, dans laquelle au moins l'un desdits éléments de roulement dudit roulement à billes est réalisé en une résine comprenant de l'huile de lubrification.

3. Unité de poulie selon la revendication 1, comprenant de plus un corps d'imprégnation d'huile de lubrification qui est reçu et supporté dans ladite cavité.
4. Unité de poulie selon la revendication 1, 5
comprenant :

un palier de roulement (5) disposé dans ledit espace annulaire sur un côté axial dudit embrayage unidirectionnel (3) opposé audit roulement à billes (4) ; 10
dans laquelle ladite surface diamétralement intérieure de ladite poulie (1) constitue une piste de bague extérieure dudit palier de roulement (5) ; 15
ladite surface diamétralement extérieure dudit corps d'arbre constitue une piste de bague intérieure dudit palier de roulement (5) ;
ledit palier de roulement (5) comprend une pluralité d'éléments de roulement (33) interposés 20
entre ladite piste de bague extérieure et ladite piste de bague intérieure dans la direction circonférentielle, et comprend un élément de maintien (34) comportant une pluralité de poches recevant chacune lesdits éléments de roulement 25
(33) à raison d'un dans chacune d'entre elles ;
ledit élément de maintien (34) dudit palier de roulement (5) comporte une partie annulaire (34a) dirigée vers le côté de la bague d'étanchéité, ladite partie annulaire (34a) comportant 30
un côté de diamètre extérieur de diamètre réduit, de façon à augmenter un volume de stockage pour de l'huile de lubrification entre ladite bague d'étanchéité opposée dans une direction axiale. 35

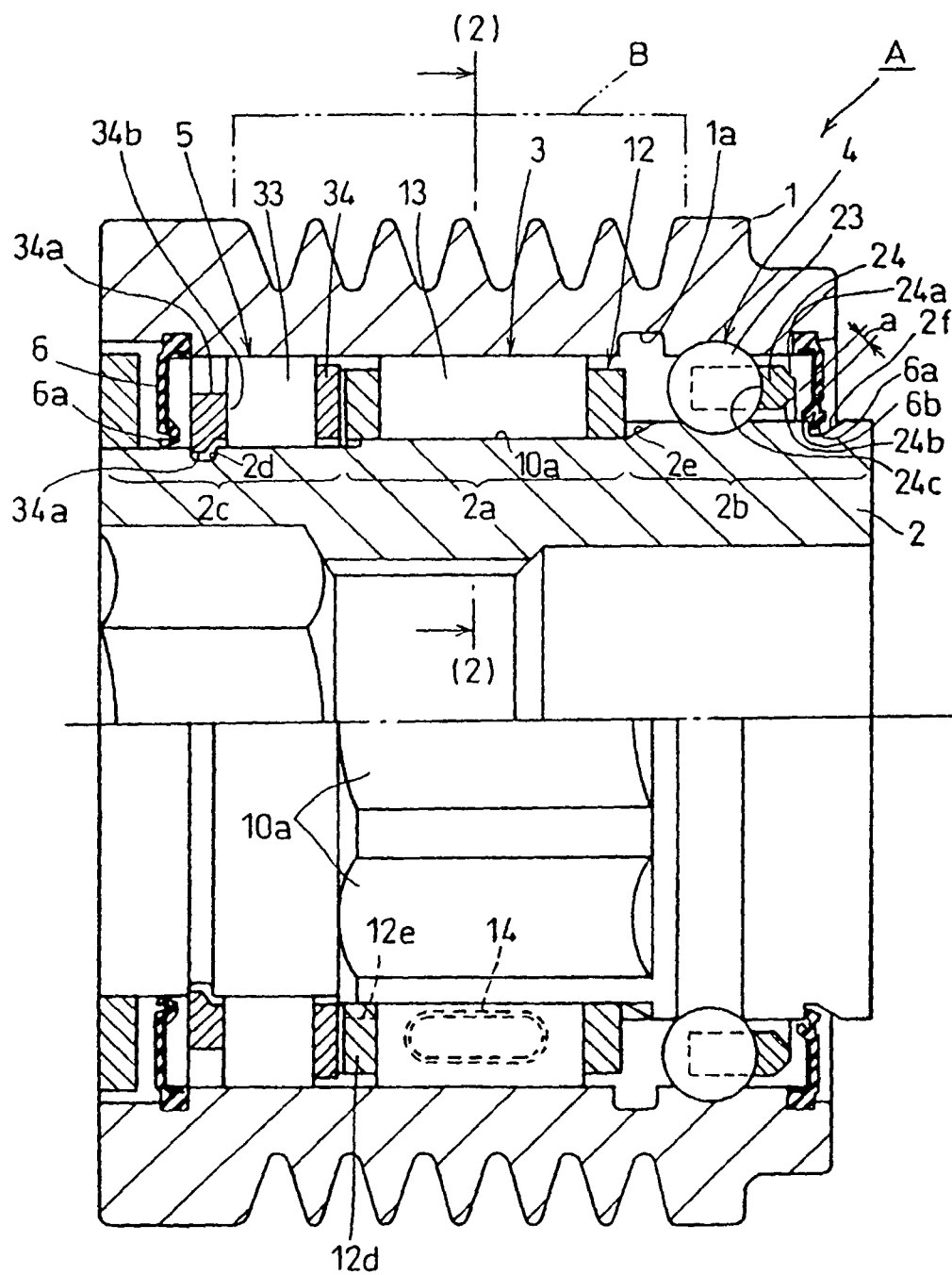
5. Unité de poulie selon la revendication 4, dans laquelle une surface diamétralement intérieure de ladite poulie (1) entre ledit embrayage unidirectionnel (3) et ledit palier de roulement (5) est munie d'une cavité (1b) qui augmente un volume de stockage d'huile de 40
lubrification dans ledit espace annulaire.

45

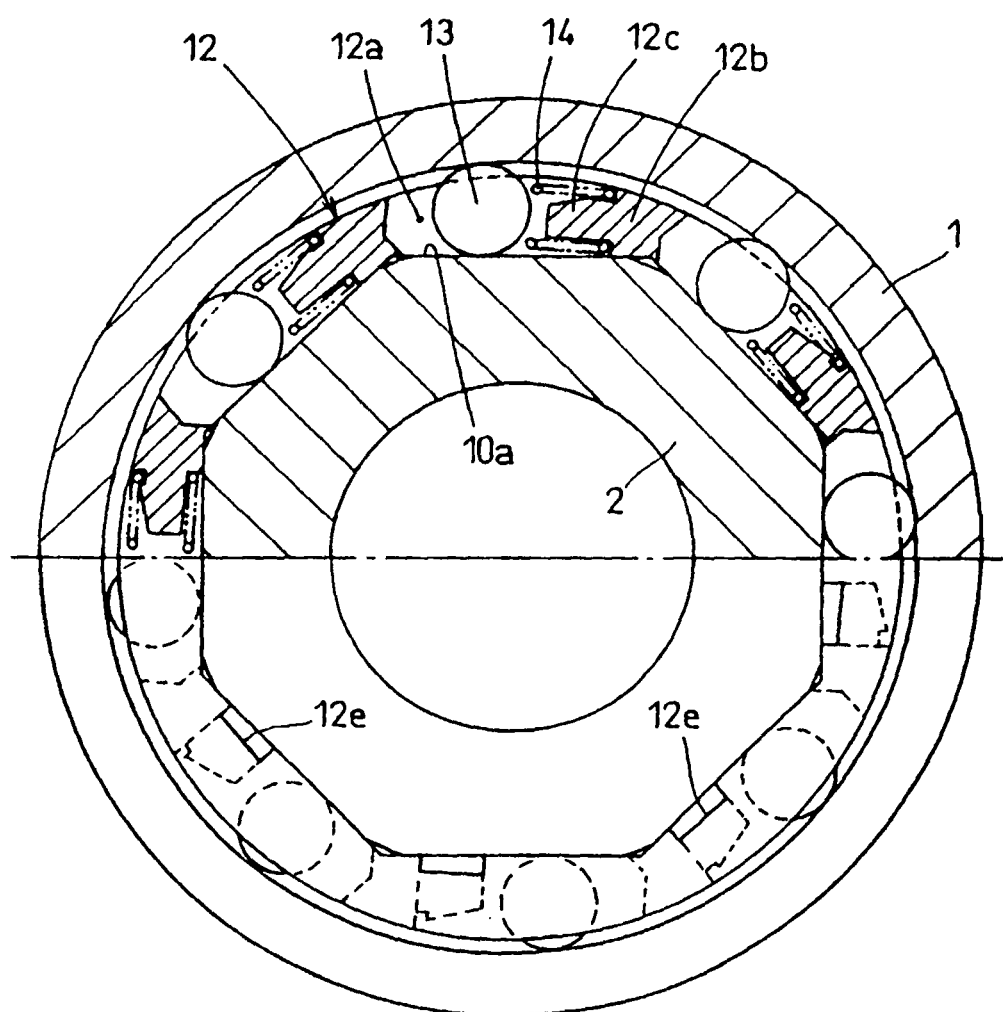
50

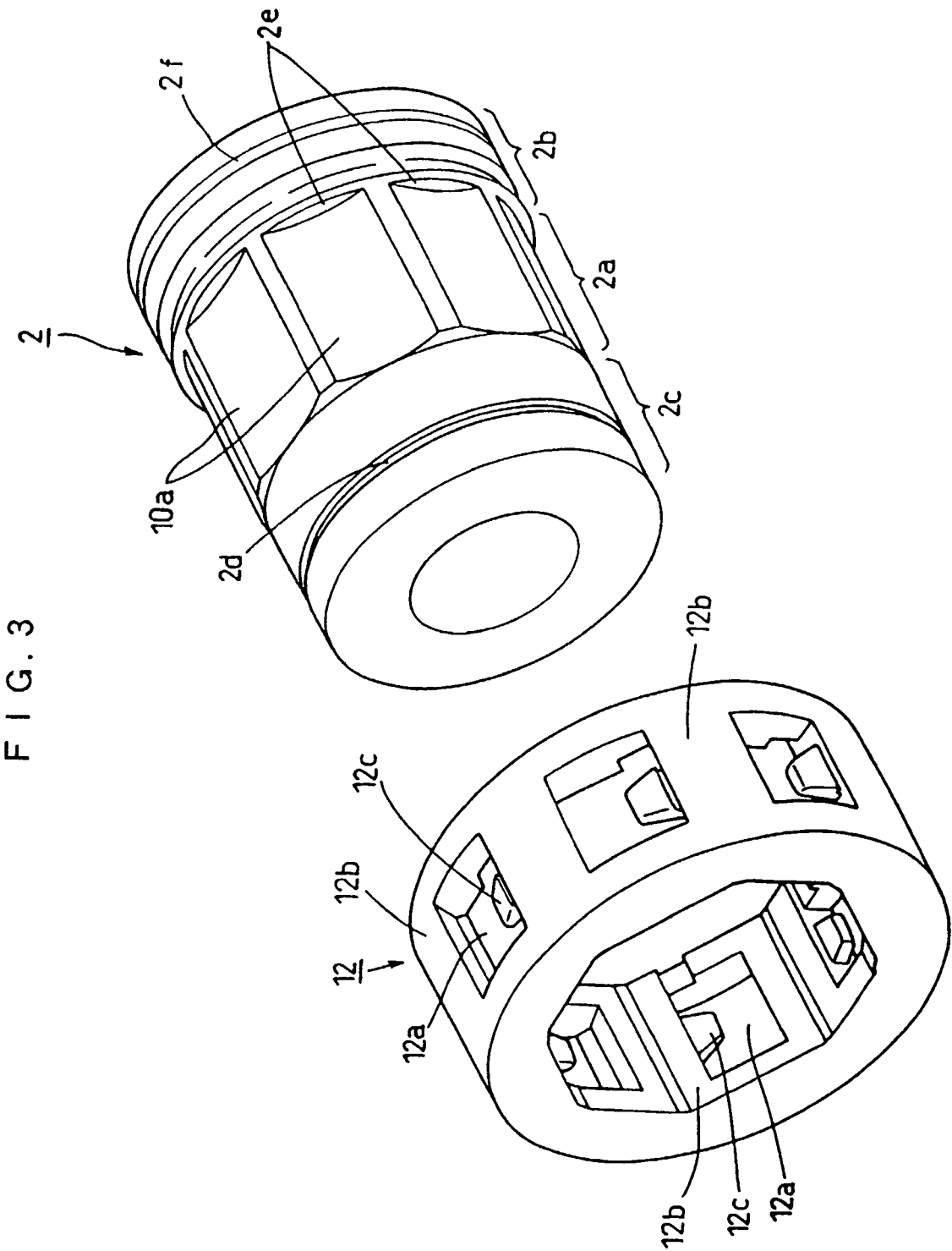
55

FIG. 1

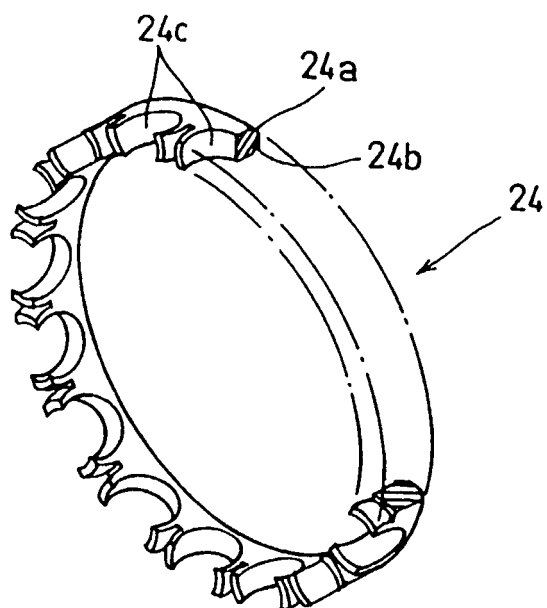


F I G . 2

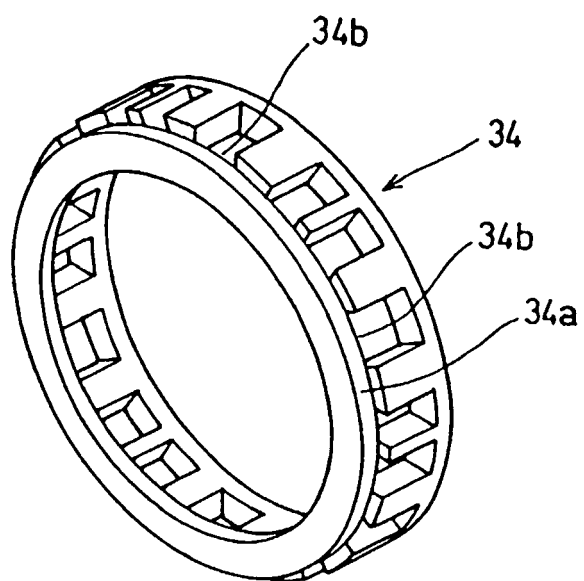




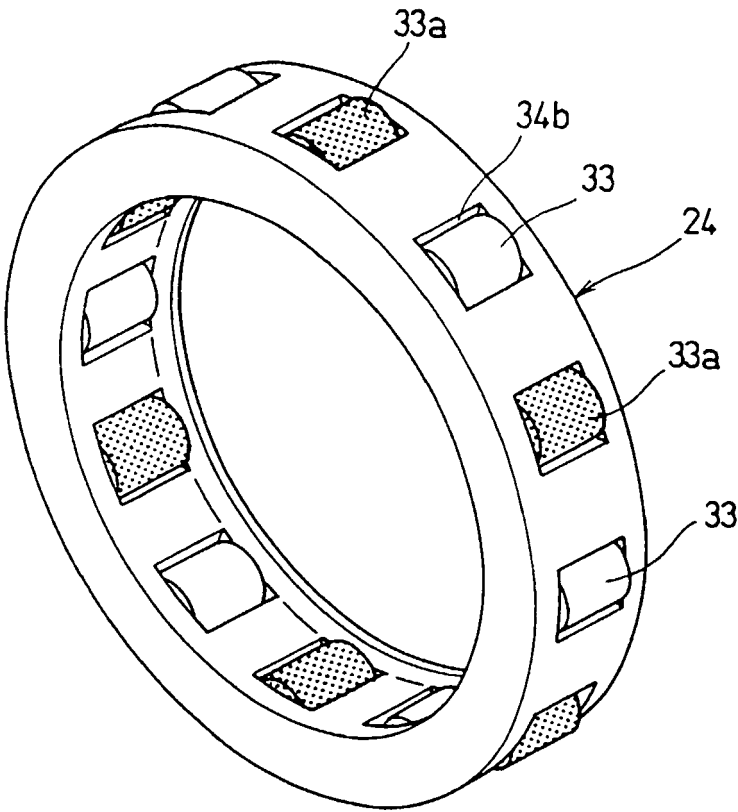
F I G . 4



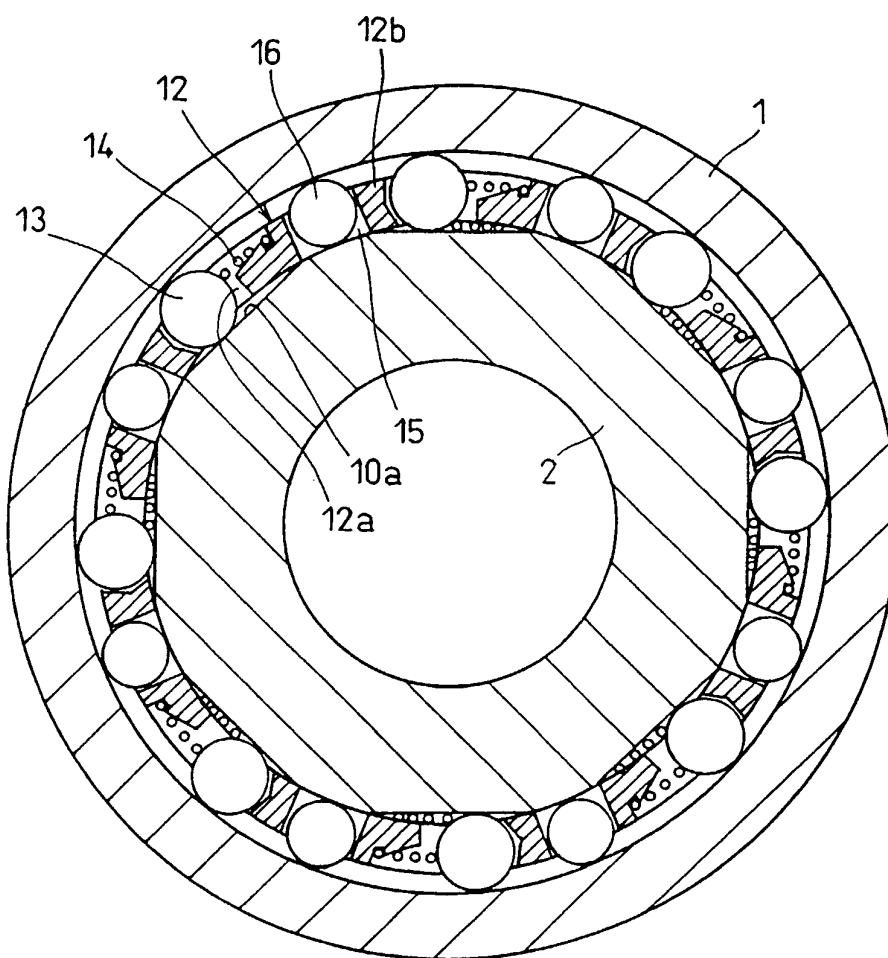
F I G . 5



F I G . 6



F I G . 7



F I G . 8

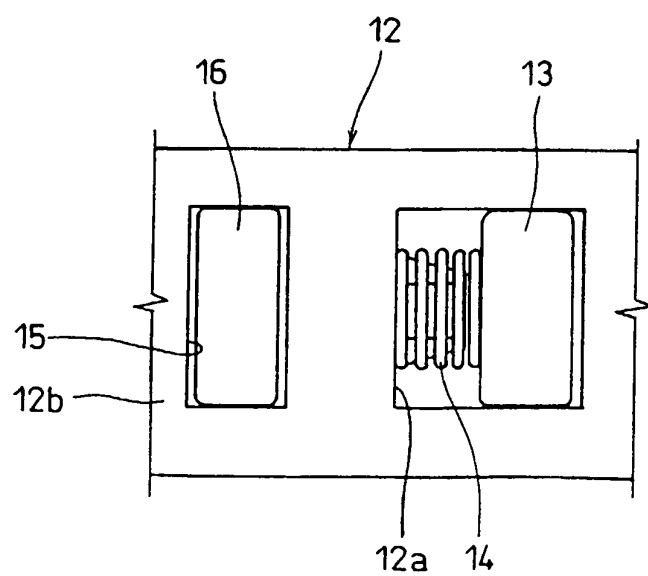
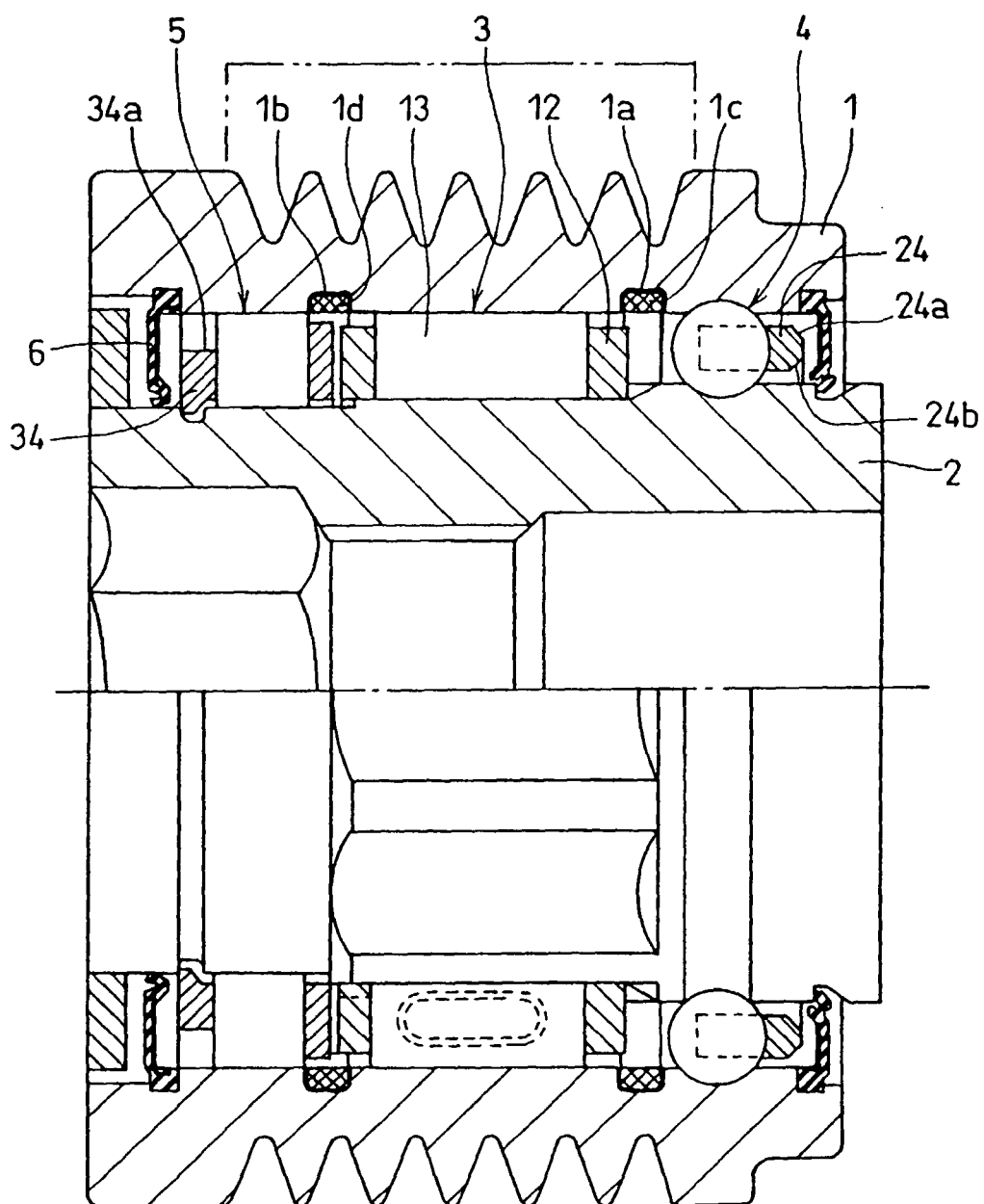


FIG. 9



REFERENCES CITED IN THE DESCRIPTION

This list of references cited by the applicant is for the reader's convenience only. It does not form part of the European patent document. Even though great care has been taken in compiling the references, errors or omissions cannot be excluded and the EPO disclaims all liability in this regard.

Patent documents cited in the description

- DE 19843946 A1 [0002]
- JP 7317807 A [0003]